AMENDMENTS TO THE SPECIFICATION

Please amend the text inserted on page 3, after line 5 in the specification by the preliminary amendment as follows:

In one embodiment, the invention provides a wheel for goods wagons, with a measuring circle diameter of 330 mm to 760 mm, the wheel profile being defined by an inner wheel rim or tire front face, an inner wheel flange flank, a top of the wheel flange, an outer wheel flange flank, a groove of a running profile, a running surface, a gradient of an outer running surface section, an outer bevelling of the running profile, and an outer wheel rim or tire front face, wherein the wheel profile in the region of the groove of the running profile and of the running surface is described by the following coordinates (X 1 to 4, Y 1 to 4) in a solid coordinate system whose origin (x = 0, y = 0) lies in a measuring circle plane, which coordinates lie between the ranges of values indicated:

	X_{max}	X_{min}	Delta X		Y_{max}	Y_{min}	Delta Y
X_1	-39.791	-43.979	4.189	Y_1	15.683	14.189	1.494
X_2	-29.109	-32.173	3.064	Y_2	3.823	3.459	0.364
X_3	-15.398	-17.018	1.621	Y_3	1.098	0.994	0.105
X_4	-4.042	-4.468	0.426	Y_4	0.223	0.201	0.021

In another embodiment, the invention provides a wheel for goods wagons with a measuring circle diameter of 760 mm to 1000 mm, having a wheel profile defined by an inner wheel rim or tire front face, an inner wheel flange flank, a top of the wheel flange, a outer wheel flange flank, a groove of a running profile, a running surface, an inclination of an outer running surface section, an outer bevelling of the running profile, and an outer wheel rim or tire front face, wherein the wheel profile in the region of the groove of the running profile and running surface is defined by the following coordinates ($X_{1\text{ to }4}$, $Y_{1\text{ to }4}$) in the solid coordinate system whose origin (x = 0, y = 0) lies in the measuring circle plane, which coordinates lie between the ranges of values indicated:

	X_{max}	X_{min}	Delta X		Y_{max}	Y_{min}	Delta Y
X_1	-37.311	-41.239	3.928	Y_1	14.157	12.808	1.348
X_2	-27.028	-29.873	2.845	Y_2	3.693	3.341	0.352
X_3	-13.175	-14.561	1.387	Y_3	0.954	0.863	0.091
X_4	-2.342	-2.589	0.247	Y_4	0.129	0.117	0.012

Please amend the paragraph on page 5, lines 20 and 27-31 as follows:

Because of the relatively large radius R 303 about center M6, in the range of 300 to 305 mm, and because of the connecting radii about centers M5 and M4 of 80 to 84 mm and 15 to 18 mm respectively, combined with a reduced wheel size, a lower equivalent conicity is obtained when the wheel sets run out onto a straight line. On entering tight curves there is a relatively steep rise in the wheel profile contour where the wheel comes into contact with the wheel set at ~~approx.~~ approximately 16 mm from the center of the measuring circle (diameter), viewed in the direction ofr the flange flank, this being due to the relatively small radius ranging from 80 to 84 mm about center M5. Therefore a sufficiently large ΔR function is generated to provide the wheel set, whilst running in curves, a correspondingly large setting moment due to the tangential longitudinal slip throughout the rail gradient range of 1:20 to 1:40 and beyond. The radius about center M4 (15 mm to 18 mm) connecting to the radius about center M5 (80 mm to 84 mm), on the transition to the flank surface inclined at 75°, is therefore larger than in the wheel profiles of prior art. When the wheel flange is contacted, a smoother behaviour, without impact, is guaranteed. Consequently this area, with rail profile UIC60 (gradient 1:20 and 1:40) experiences a "more constant" first derivation of the ΔR function. Therefore there can be no two-point contacts between the wheel tire profile and the rail profile either.

Please amend the paragraph on page 6, lines 20-22 as follows:

Because of the larger diameter, values other than those for the wheel profile for small wheels, described with reference to Figures 1 and 2a to 2c, are obtained for the coordinates of the points and radii. Here too the ranges of wheel profile between points 6 and 7, 7 and 8 and 8 and 9, which are described by the circles of radii M5, M6 and M7, are particularly decisive.

Please amend the paragraph on page 7, line 2 as follows:

When entering tight curves there is a relatively steep increase in the wheel profile contour when the wheel contacts the wheel set at only ~~approx.~~ approximately 13 mm from the center of the measuring circle, viewed in the direction of the flange flank. If the coordinates of points 6, 7, 8 and 9 in particular lie within the ranges of values indicated, the same advantages described with reference to Figures 1 and 2a to 2c for smaller wheels are also provided for larger wheels.